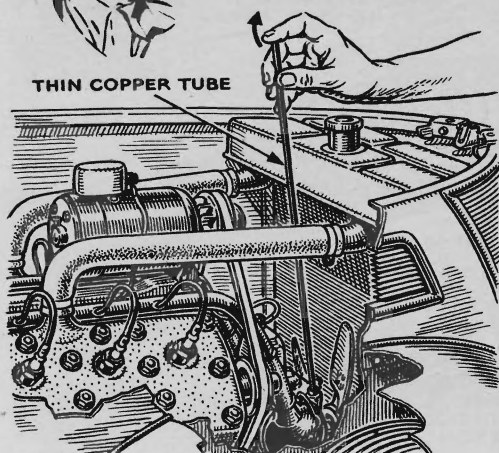
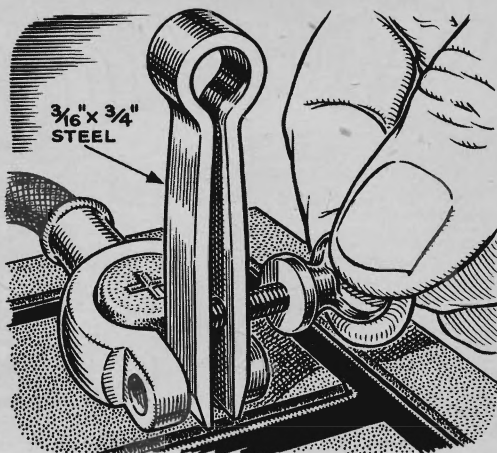




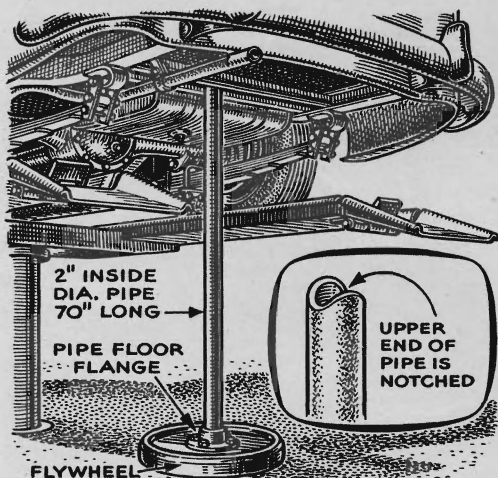
Hints from the Model Garage



Copper Tube Makes Oiler. To get at those hard-to-reach oil fittings, try this: dip some copper tubing about an inch into oil. Trap the oil in the tube by pressing your finger over the upper end. Removing your finger releases the oil in the fitting.



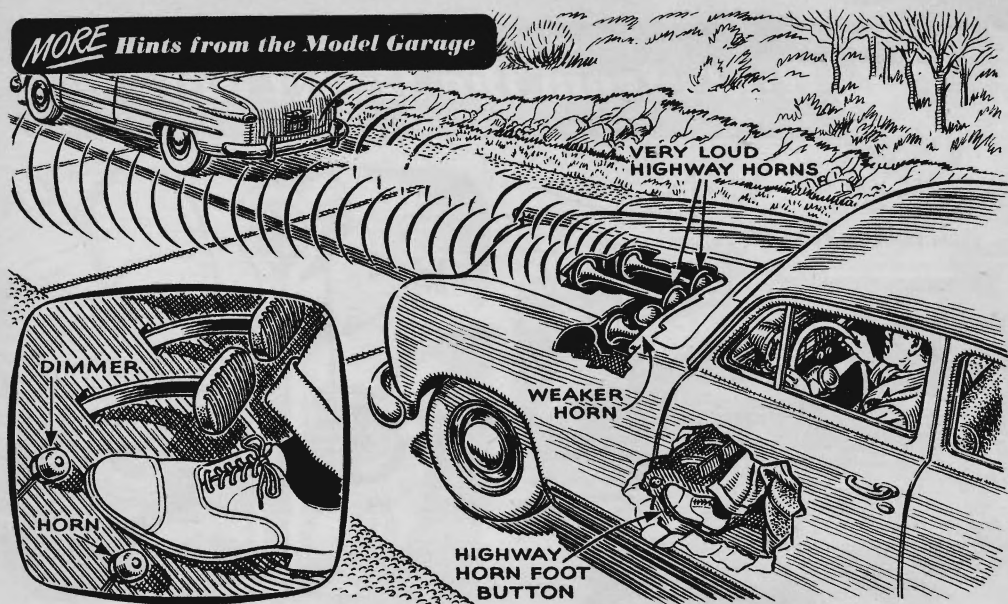
Wedge Loosens Battery Clamp. T. E. Waters, of Atlantic, Iowa, made this wedge to open up stuck battery clamps. The chisel-shaped end is tapped between the clamp's ears. Then the thumbscrew is turned to spread the clamp apart.



Stanchion Opens Springs. I really get oil between spring leaves with this stanchion. After the notched upper end is placed under a frame cross member, I lower the lift a couple of inches. This takes some of the load off the springs and the leaves open. You can almost pour oil between the leaves.—*Marion Rhodes, Knightstown, Ind.*

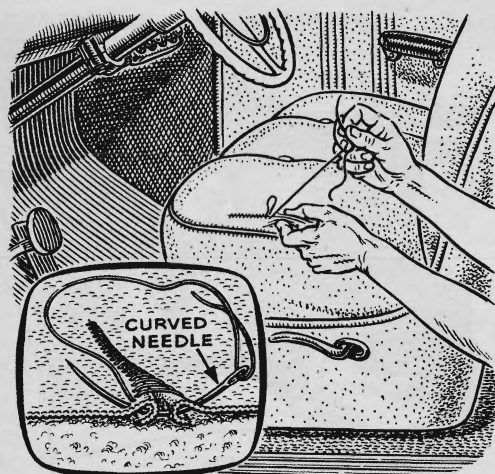


Rubber Pad Protects Kids. Sudden stops often result in bumped heads. A foam-rubber seat pad and two suction cups, mounted as shown, makes a practical dash-board guard. At the upper corners of the pad, punch holes with an ice pick. Tie heavy cord to each cup and run the cord through the holes. Large knots will hold the pad in place.

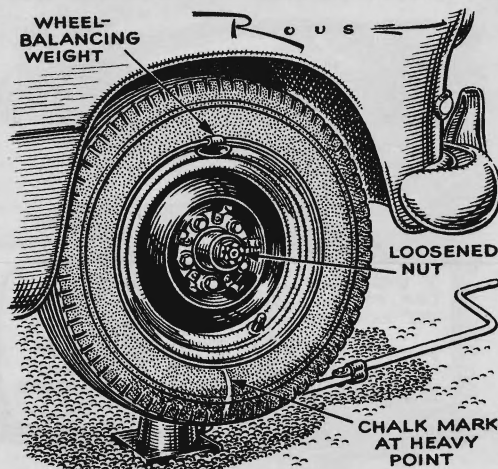


Horn Button on Floor. As a safety measure—so I can keep both hands on the wheel when I'm driving fast—I mounted an auxiliary horn button on the floor of my car. For this button, I used a floor-type starter switch. I located the switch near the dimmer

switch but far enough away so there's no interference in the operation of either one. The floor button is connected to a couple of loud highway horns. A weaker horn, for city driving, is connected to the center button on the steering wheel. —J. H. Carll, Hempstead, N. Y.



Curved Needle Mends Rips. Henry Zave, of Chicago, offers this hint for keeping your car's seat covers and upholstery in repair. Use a curved upholsterer's needle for easier sewing. You'll find this type of needle lots simpler to handle. It's especially good when you have to work from only one side of the material.



Balancing Auto Wheels. Mount the wheel on the front axle. Back off the bearing nut. Spin the wheel and mark with chalk the bottom point when it stops. Repeat for accuracy. Opposite the mark, mount a wheel-balancing weight. Continue to spin it, using lighter or heavier weights until the wheel has no heavy point. —W. M. Dierks, Chicago.